

# History of the Randolph Fire Department 1862-1975

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**History  
of the  
Randolph Fire Department  
1862-1975**



**Compiled and Written by  
Captain Delano R. Cain**



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**History  
of the  
Randolph Fire Department  
1862-1975**

**EXCELSIOR**

Compiled and Written by  
Captain Delano R. Cain

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This Report is Dedicated to the Memory of Chief Donald  
S. McNeil for his Dedicated Service to the Town of Ran-  
dolph, August 18, 1947 to February 17, 1971

772683

8-26-77

Gift

Ref

974.4

Ca





Captain Delano R. Cain joined the Randolph Fire Department as a Volunteer in 1962, and became a permanent Firefighter on July 1, 1963. He was promoted to Fire Captain on January 9, 1972. He graduated from Dorchester High School

in 1950 and has supplemented his experience on the Department with evening Fire Science courses at Massasoit Junior College starting in 1968. He has no prior literary background and this report is a first extensive effort at authorship.

AUDITORS'  
ANNUAL REPORT  
OF THE  
RECEIPTS AND EXPENDITURES  
OF THE  
TOWN OF RANDOLPH,  
TOGETHER WITH THE  
REPORTS OF THE SELECTMEN,  
TREASURER, SCHOOL COMMITTEE, AND  
TRUSTEES OF THE STETSON HIGH SCHOOL FUND,  
FOR THE  
YEAR ENDING MARCH 1, 1860.

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RANDOLPH:  
SAMUEL P. BROWN, PRINTER.  
1860.



# FIRE DEPARTMENT.

At the suggestion of members of Engine Companies and others, an article has been inserted in the warrant to see if the town will establish a Fire Department, to be governed according to the provisions of law. The object is to have an organized body which shall have control of engines, repairs and general expenses of the department—composed of persons who will take an interest in the matter and be held responsible for the general management thereof. If this course is adopted a special appropriation by the town will be required, as no expenditure above one hundred dollars, can be incurred in any one year without such appropriation.

## FIRE DEPARTMENT.

Paid members of the Fire King Company,	\$175 05
Hunneman & Co, repairs on engine, in 1858,	227 89
Shelton & Cheever, repairing hose, two bills,	7 38
C. Payson Thayer, steward bill 1858-59,	37 95
H. Wales, coal,	3 75
W. Jacobs, repairs,	5 55
R. W. Turner, bills for oil, &c.,	21 36
Hunneman & Co., for branch pipe,	8 00
Lawrence White, steward bill,	43 49
Lawrence White, sponge, alcohol, tallow and soap,	1 51
Wm. Cole, Jr., drawing engine to Boston, and cart- ing hose at sundry times,	17 63
J. L. Brown, setting glass,	34
	<u>\$549 90</u>
Paid members of the Aquarius Engine Company,	\$194 50
Hunneman & Co., for repairs on engine in 1858,	247 59
Harvey Merritt, for repairs on engine,	5 63
J. H. Whitcomb, neats' foot oil,	10 00
E. F. Lincoln, oil, fluid, &c.,	9 62
G. F. Sargent, steward bill, 1858,	8 00
G. F. Sargent, steward bill, 1859.	8 00
G. M. Lovering, steward bill,	25 25
G. M. Lovering, repairs on house,	1 75
	<u>\$510 34</u>
Paid members of the Relief Engine Company,	\$192 61
Hunneman & Co., repairs on engine in 1858,	156 60
Shelton & Cheever, hose, 1858,	149 79
O. C. & F. R. R. R. Co., freight on engine and hose carriage in 1858,	7 70
Simeon White, drawing engine to Boston in 1858,	4 50
C. L. White, steward, two bills,	30 94
J. W. Foye, stock, labor &c., repairing engine house,	7 75
	<u>\$549 89</u>
Whole amount paid Fire Department,	<u><u>\$1,610 13</u></u>

## FOREWORD

WE WHOSE NAMES ARE HEREUNTO AFFIXED DO HEREBY PROPERLY CONSTITUTE AND ORGANIZE AN INDEPENDENT ENGINE COMPANY TO BE CALLED "EXCELSIOR" NO. 3 (MAY 13TH 1862)

The above "Preamble" followed by a list of 20 Articles was the beginning of the organization of the Randolph Fire Department, from a group of Volunteers (referred to as "The Company") who ran through the town pulling a hand pumper and courageously protecting the lives and property of the residents in the year 1862, to the modern, skilled, efficient, courageous organization which protects the Town today.

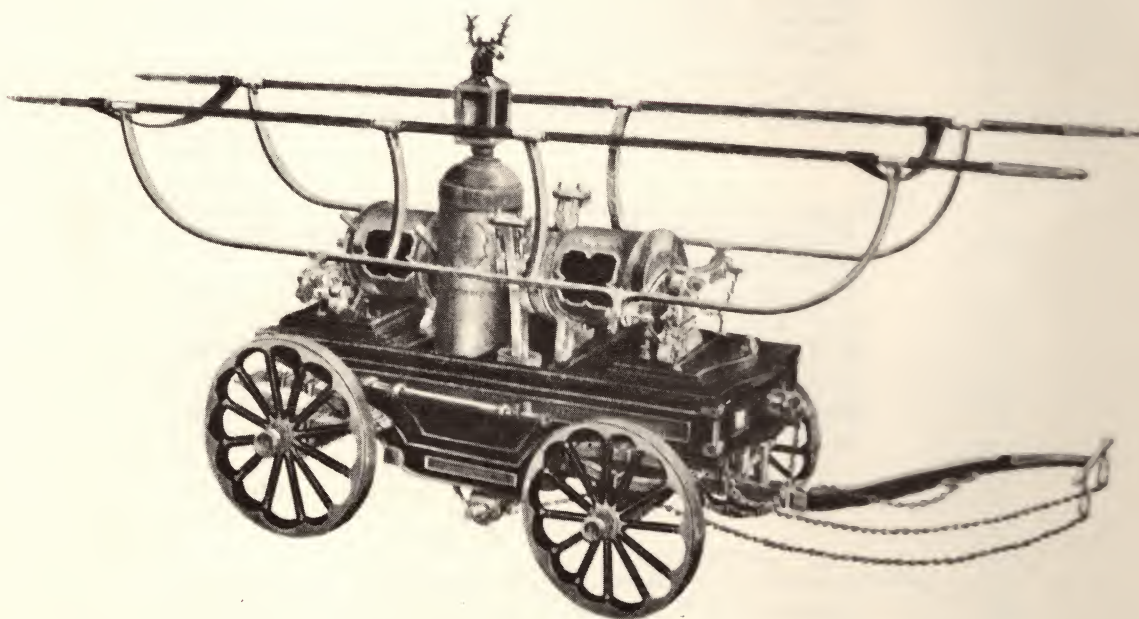
The following pages contain an account of the History of the Randolph Fire Department. The writer has compiled from many sources including conversations with town historians, Town records and Fire Department logs, (chief source) a detailed report of the organization and development of this respected profession. Along with the facts and figures that are history, the writer attempts to add a human touch, bringing out the joys and sorrows

that are an observable part of growth and changes with time. A fuller understanding of the Randolph Fire Department, its Organization and its men, its past to present is the aim of this writer.

(NOTE: In the interest of authenticity, all spelling and sentence construction will remain as found in the old logs and records.)

The Randolph Fire Department history account was stimulated by preparation for the Town Bicentennial in 1975 and an inquiry by Major Raymond P. McGerrigle—Chairman of the Randolph Historic Commission as to the history of this Organization. The writer convinced of the value to the community of this report, was immediately attracted to the challenge offered by researching and writing the first history to be compiled of the Randolph Fire Department.

This report has no last page, for today, tomorrow is history. When printed this report will be loose leaf bound for the purpose of adding facts and pictures of the past which will surely become available in the future. Perhaps a yearly or a ten year report will be put together to make this an up to date and continuing report of the Randolph Fire Department past and present.



A Hand Pumper of the 1800 & early 1900 Era



# HISTORY OF THE RANDOLPH FIRE DEPARTMENT

## ORGANIZATION

Though fire fighting in the town of Randolph goes back many years, "organized" Fire Department protection found its inception in 1860 when the town voted to organize a Fire Department. Prior to this time fire fighting was done by private groups of men, (company engineers) who owned and operated hand drawn pumpers (sometimes referred to as "hand tubs") and together with the "tubs" a team of firefighters. This group held meetings, practiced in musters, and were an important group in early town fire protection.

According to available records, (Fire Department Log) on May 13th 1862 a group of men held a meeting for the purpose of choosing officers to organize an Engine Company. During this meeting it was decided the Company would be called "Excelsior" Company No. 3. and to operate under the following Preamble, Articles, and Pledge.

## PREAMBLE

We whose names are hereunto affixed do hereby properly constitute and organize an INDEPENDENT Engine Company to be called "Excelsior" No. 3.

## ARTICLE 1ST

### NAME

This organization shall be called the "Excelsior" Company No. 3.

## ARTICLE 2ND

### OFFICERS

The Officers shall consist of a Foreman, First and Second Assistant Foreman, Clerk and Treasurer, Steward and an Executive Committee of Three, all of whom shall be chosen by ballot, at the annual meeting or an adjournment thereof. Vacancies may be filled at any regular meeting.

## ARTICLE 3RD

### FOREMAN

It shall be the duty of the Foreman to preside at all meetings of the Company, call special meetings, and assume the entire command of the Company.

## ARTICLE 4TH

### ASSISTANT FOREMAN

It shall be the duty of the Assistant Foreman to aid the Foreman in the discharge of his duties, and in his absence, the First Assistant Foreman shall have his authority and take his place or the Second in the absence of the First.

## ARTICLE 5TH

### CLERK AND TREASURER

It shall be the duty of the Clerk and Treasurer to keep a true record of all the important transactions of the Company. Call the roll when directed by the Commanding Officer, notify the Company of all special meetings, collect and receive all moneys belonging thereto, and pay all bills approved by the Executive Committee.

## ARTICLE 6TH

### STEWARD

It shall be the duty of the Steward to keep the Engine in working order, keep a correct account of everything belonging to the Engine. Keep the House in good order provide lights and fuel and make a quarterly report to the Company at the regular meeting. He shall be paid for his services a sum of money to be agreed upon by the Company.

## ARTICLE 7TH

### EXECUTIVE COMMITTEE

It shall be the duty of the Executive Committee to examine and approve all bills against the Company before they are paid by Treasurer.

## ARTICLE 8TH

### HOSEMAN

There shall be appointed by the Foreman and Assistant Foreman 4 Suction Hosemen (who shall rank in the order of their appointment the first being Chief) whose duty it shall be to fix and attend to the suction Hose; also 8 Leading Hosemen (who shall rank in order of their appointment the first being Chief) whose duty it shall be to fix and attend to the Leading Hose.



ARTICLE 9TH  
DUTY OF MEMBERS

It shall be the duty of each Member to repair to the Engine immediately on an alarm and exert himself in conveying it to the fire with care and dispatch; stay with the Engine until dismissed by the Foreman; assist in working and returning it to the House in case of fires or drills, and hold himself in readiness to perform with promptness any reasonable duty which the Foreman may require.

ARTICLE 10TH  
REGULAR MEETING

There shall be a regular meeting of the Company at the Engine House on the first Tuesday of each month.

At the meetings from November 'till March (inclusive) the Engine shall be examined by the officers, and at the meetings from April until October (inclusive) the Engine shall be taken out and worked by the Company.

ARTICLE 11TH  
SPECIAL MEETING

Special meetings shall be called by the Foreman or on the petition of 7 members.

ARTICLE 12TH  
BUSINESS QUORUM  
ALTERATIONS IN THIS CONSTITUTION

Any business concerning the Company may be transacted at any regular meeting. One third of the Company shall constitute a Quorum and the decision shall be by a vote of two-thirds the members present. But no alteration or amendment shall be made to this Constitution until it has been referred to a committee chosen for that purpose and been under consideration one month.

ARTICLE 13TH  
ADJOURNMENT

Any meeting may be adjourned by vote of the Company to a future time not exceeding one month.

ARTICLE 14TH  
ROLL CALL  
FINES

Upon returning the Engine to the House after an alarm of Fire in the town or vicinity (if one or more of the Church bells in the Town has been rung) the Roll shall be called and any member who may be absent shall incur a fine of twenty-five cents. The Roll shall also be called at the opening of every stated and special meeting and any member who may be absent at such Roll-call shall incur a fine of ten cents. All fines shall be paid at the next regular meeting of the Company or a satisfactory excuse rendered to the Executive Committee. If any member shall for three consecutive months neglect to comply with the foregoing provisions of this Article the Clerk shall report his delinquency to the Company who may at their discretion discharge him under the Seventeenth article; but no member shall be so discharged unless it shall appear that a proper demand for his arrearages has been made.

ARTICLE 15TH  
ADMISSION OF MEMBERS

Any person wishing to become a member of this Company shall be balloted for by the Company and if elected the Clerk shall notify him and he shall be entitled to all the privileges of the Company by signing the Constitution. But no person shall be allowed to vote in the affairs of the Company until he has signed the Constitution, nor after he has ceased to be an active member of the Company.

ARTICLE 16TH  
HONORABLE DISCHARGE

Any member by giving one months notice shall be entitled to an honorable discharge at the Monthly Meeting in May. But no member shall be discharged without producing a certificate from the Clerk that he has paid all demands the Company has against him, unless by the Seventeenth Article.

Any member upon leaving Town as their residence must report such intention to the Clerk, and if such member shall have paid all claims against him, then he may be honorably discharged, but if he has not paid all claims he shall be discharged under the Seventeenth Article.

ARTICLE 17TH  
DISHONORABLE DISCHARGE

Any member who shall for three consecutive



months neglect to pay a fine or assessment, or who shall violate any of the laws of the Company for which no particular penalty is named, or who shall be guilty of disorderly conduct or disobedience to Officers, may be dishonorably expelled by a vote of the Company.

#### ARTICLE 18TH HONORARY MEMBERS

Any person wishing to become an honorary member of this Company shall (by the payment of one Dollar) have his name recorded as such, and have the privilege of attending any meeting of the Company without a particular invitation. They

shall be subject however to the restriction contained in the last clause of Article Fifteenth.

#### ARTICLE 19TH ASSESSMENT

No assessment shall be laid except by a vote of the Company.

#### ARTICLE 20TH ANNUAL MEETING

An annual meeting of the Company shall be holden on the first Tuesday in May at Seven O'Clock P.M. for the choice of Officers.

#### PLEDGE

We the undersigned do hereby severally engage to fulfill the foregoing rules and regulations or submit to the penalties named.

#### LIST OF MEMBERS

G. H. Tileston  
C. H. Wilde  
C. H. Mann  
Oren Weatherbee  
T. Howard Mann  
John Jones  
Issac Clark  
H. M. White  
George W. Mades  
George L. Binney  
T. C. Bean  
E. A. Tabes  
W. B. Stetson  
Thomas Whalen  
L. L. Holbrook  
G. T. Wilbur  
T. P. Beal

Thomas B. Jones  
Aaron Leavitt  
Levi Wilbur  
Royal T. Mann  
R. H. Cox  
Horace Niles  
J. Spear Jr.  
Martin P. Weatherbee  
John Bigelow Jr.  
Andrew Tracey  
William A. Howard  
Ebinezzer Holbrook  
Marcus Taylor  
Albert Spear  
Moses Mann  
E. G. Stetson  
Johnathan Hunt

*Writers Note:* Before I go further in this Chapter concerned with "Excelsior No. 3", I want to give acknowledgement to the hand pumpers that preceeded it; "Fire King, Faxon Corners. West Corners, Aquarius, Relief", all of which should be noted for their contribution to the fire protection of the Town prior to 1860. At the time of the

ORGANIZATION OF "Excelsior No. 3." there were still a few "Independent Companies" who assisted at fires. Hand Pumpers named "Niagara" and "The Independence", should be recognized, along with the Norfolk and the Columbian Pumpers which records show back in 1849.

### EXCELSIOR COMPANY NO. 3

1st MEETING

MAY 13th 1862

Fire Chief — A. W. Whitcomb

At this meeting the Company selected the following Officers:

Chose J. Spear Jr. Chairman and G. H. Tileston Secretary, then proceeded to the choice of Officers for the year.

First: Made Choice of Joshua Spear Jr.-Foreman  
Second: Made Choice of T. P. Beal-1st Assistant Foreman

Third: Made Choice of Thomas Whalen-2nd Assistant Foreman

Fourth: Made Choice of Horace Niles-Clerk and Treasurer

Fifth: Made Choice of Charles H. Wilde. and C. H. Mann as Executive Committee

Sixth: Voted to choose a committee of two to get honorary members. Made choice of T. H. Mann and C. H. Wilde.

Seventh: The foreman appointed Hoseman Suction: G. L. Wilbur, Horace Niles, C. H. Wilde and G. H. Tilestone. Leading Hoseman: L. D. Wilbur, L. H. Mann, M. P. Weatherbee, Issac Clark, C. H. Mann, R. L. Mann, W. B. Stetson.

Eighth: Voted to meet Tuesday Evening May 20th at 6½ O'Clock for the purpose of working the engine.

#### 1st FIRE

SATURDAY MAY 17, 11½ P.M. 1862

"Fire at Braintree Captain Dyers Barn and Slaughter House. The Company went — were treated to crackers and cheese. The Independence and Niagara from Randolph, the Tiger and the Granite from Quincy were there. (All Hand Pumps) The "Excelsior" and the "Tiger" were the only engines that played. (Put Water on the fire). The "Tiger" got a stream on the fire about one minute before the "Excelsior."

It must have been quite a sight to see in those early days, men running through the streets, pulling their bright painted and highly polished pumps to the fires. As the previous paragraph from the Log report of the 1st fire indicates a run of many miles was often a part of the job. One cannot read of the reports of fighting fires during this period without being impressed by the great dedication of these men. They answered the call to duty because their job was to protect life and property, but they must have been motivated by the excitement of competition as can be seen by their note "The Tiger got a stream on the fire about one minute before the "Excelsior".

"Crackers & Cheese" got 1st Billing in this report of the 1st fire even ahead of who "Got" a stream of water on the fire". But then when you consider that the man had run quite a few miles to the fire, and the "crackers & cheese" he was welcomed with, in his mind certainly deserved to be noted in his remarks when he later sat down to log his report of the fire.

The remaining months of 1862, and the years of '63 and '64 were what a firefighter refers to as a 'Quiet period'. There were no spectacular fires, and reports indicate much time was put at practicing with the 'Machine', (Pumper) competing with other teams in musters, and maintenance and repairs on the Fire Department equipment.

#### MAY 4th 1865

A meeting was held to form a new Company, and the following officers were chosen:

I. P. Beal — Foreman, (Chief of the Department  
A. Whitcomb) C. Burrell — First Assistant, Levi Wilbur — Second Assistant

R. T. Mann — Clerk and Treasurer

Hosemen: George S. Wilbur

Henry Lyons

William English

Joseph Thayer

L. Holbrook

R. T. Mann

C. H. Thayer

V. R. Gerald

G. E. Tobes

H. Dodge

It was voted to accept and act under the then present Rules and Regulations of the Fire Department of Randolph. (May 11, 1865)

There was a noticeable absence of activity in the organization in the Spring of 1865. Abraham Lincoln's death on April 12th was not mentioned in the records.

During these years the Fire Department though organized had no permanent or full time employees. They held meetings, competitions with other companies and planned social events almost in a "Club" type atmosphere.

Thursday May 18th 1865, at 10:15 O'clock a.m.  
"Fire on Union Street East Randolph. A barn belonging to Mr. John Jordan was burned. The Company was present."

#### June 19th 1865

"Worked the Engine. (Training) A motion was made and passed to meet the "Fire King" Company on Saturday June 24th for a friendly play.



(Muster) Also voted to give them a collation, (refreshments) and assess each member twenty five cents to defray expenses."

The following is a copy from the Town report for the year ending February 1st 1866:

#### FIRE DEPARTMENT

"Selectmen of Randolph:

The duties and expense of the Fire Department have been much more the past year than for several years before, there having been six fires in Town and one in Braintree to which the Fire King Engine went by special request, and was obliged to draft water very near the fire, which caused some damage to the paint, and being otherwise out of repair there will be need of some expense to put it in good order.

In the early part of the year, we purchased 400 ft. hose and distributed to the Engines then in the department; afterwards there was a company approbated to run on Excelsior Engine, located in the northerly part of the Town, which had but little and was furnished with some old hose from the other Engines. If she remains in the department with a company, it will be right and necessary to furnish her as much and as strong as the other Engines have, to do which we shall need more new hose. We have also purchased four fire hooks and placed in different parts of the town.

The Aquarius Engine has been repaired, and two pieces new suction hose furnished, expense about \$225, including some expense on Excelsior Engine which bill has not yet been settled. The number of firemen approbated is two hundred and twenty six.

Aquarius Co. 1, 50 men, Capt. James W. White  
Independence Co. 2, 38 men, Capt. Ephraim Mann

Excelsior Co. 3, 50 men, Capt. I. P. Beal

Relief Co. 4, 38 men, Capt., Albert Leonard.

Fire King Co. 5, 50 men, Capt., Edward E. Lothrop.

We would call attention to the very inefficient supply of water from wells where we are often compelled to get it, lasting a few minutes, just enough to deaden the fire, but to do nothing really towards extinguishing it then the hose taken up, and Engine removed to another well taking time enough for the fire to get well under way again. This may be remedied in the thickly settled parts of the town by the building of reservoirs.

April 15, 1866

"Peter Wales Pump Manufactory burned with two houses. The Excelsior was present."

December 4th 1866

(Voted to rename the Company)

"This organization shall be called-the FEARLESS Engine Co. No 3." The motto-"Prompt in Danger." The Chief at this time was "Charles Burrell." (The hand pumper "Roxbury" renamed "The Fearless.")

January 15th 1867

#### FIRST DANCE (Firefighters Ball)

"Voted to choose a committee to prepare Stetson Hall for the Levee. Voted the tickets for dancing be one dollar, from 10 till Daylight. Voted to give the Ladies who furnish the Eatables a ticket to the Levee. Voted to have tickets printed and the affair was to be called a Social Levee and Ball."

The first "Ball" was a success and ran for two consecutive nights during the 1st week in February.

May 29th 1867

#### 1st UNIFORM

(Dark Pants, White Shirt, Brown Linen Cap)

During this meeting it was "voted to give each of the eight leading Hosemen Blue Denim enough to make a suit, and let them take it home to make." (The men were paid 75 cents for making their own uniforms. The Chief of the Department at this time was A. W. Whitcomb.)

1867 was a quiet year with only one fire of interest. "Randolph October 30, 1867-FIRE-About eight and a half O'clock P. M. an alarm of fire caused by the burning of a barn on Main Street belonging to Mr. Seth Mann and containing six tons of English Hay. The Fearless was present."

When reading reports of fires during this period, the wording is always that the Fire Department was present at the "burning." When you think of the large fires and the equipment available (Hand Pumps) to extinguish them, most fires were a total loss of property. Firefighters at that time had to concern themselves with preventing the spread of fire and cover exposures. (Buildings and structures adjacent to the fire.)

#### END OF THE "CHALLENGE"

The "Challenge" was a long time practice which was the offering by one company to another to meet on an agreed date for a contest. This contest was to establish which hand pumper and its crew was most efficient in their operation. The test was to see who could get their pump in operation first, and also which one could "Play a Stream" the



farthest distance. Sometimes these challenges got out of hand to the extreme that at a fire the different companies would be so competitive with each other that fist fights actually occurred during the attempt to get the "1st stream on the fire."

(November 6th, 1867- "Letter received from the Engineers forbidding any challenge hereafter, amongst the Fire Department of Randolph.")

The Fire Department Budget for the year 1867 was \$2,000.00 (Today-Close to 1 million) (Foreman - 1868 - R. W. Thayer)-(Chief A. W. Whitcomb)-(Foreman - 1869 - 1882 Myron W. Hollis) - (Chief 1869-1870 Thomas West)

The system for organizing and operating the Fire Department in the 1800's was that each year the organization would meet in May and have an election of a new "Foreman" (Chief) and Officers. I make note of this at this time because prior to 1869 the usual procedure was that a Foreman would only serve in that position 1 or 2 years, and then it was his "First Assistant" (Deputy) who would be elected.

The voting was done by the members of the Department. In May of 1869 Myron W. Hollis was elected Foreman by the members, and was re-elected each consecutive year until May 1882. This Foreman's evident dedication and popularity has to be noted here, during (in this writer's opinion) the foundation years of the Randolph Fire Department.

NOTE: Later it will be observed that Foreman G.W. Shedd served for 16 consecutive years. His dedication also should be acknowledged.

1868 - 1869

These years brought about the dedication of "2 new Fire Houses for "Fire King" and "Aquarius"

1870

Three reservoirs were built on request of the Fire Department (storage of water for fire fighting) "One at the Baptist Village, one at East Randolph, one at South Randolph."

October 13th 1876

CHIEF - William H. Warren

Railroad - Collision at the depot. The Fire Department was present.

1870 - 1879

A period of repetition of previous years, no spectacular fires, usual participation in parades and social functions, and Department operation remained unchanged until the year 1879.

## 1st MULTIPLE FIRE AND 1st MUTUAL AID April 1st 1879

Chief - Edward E. Lothrop

"An alarm of fire about 1 O'clock from a store on Main Street belonging to Mr. David Burrell. Being a very windy night the fire could not be stayed until a store belonging to Mr. Gilbert Jones, a house belonging to Mr. Ephriam Belcher, were burned to the ground. The Post Office was burned badly and a saloon belonging to Mr. Frizzell. "Received Mutual Aid from the Town of Holbrook and their new STEAM FIRE ENGINE. It was not long after this fire that Randolph would receive its new STEAM Engine.

## A TIME OF CHANGE

1st Steam Engine

Chief - John Dooley Jr.

Manchester Locomotive Works. Cost - \$3,700.

On Saturday, June 28th 1879 the Randolph Fire Department received its new STEAM ENGINE, and it was called "RANDOLPH NO. 1." This event occurred with not much fanfare and noticeably very little mention in the Fire Department Log. Possibly at this time the normal amount of resistance to change was being felt in the Department and this A NEW ERA in fighting fires may have represented a threat to the enthusiastic teams of men required to operate the "Hand Pumps." At any rate the two (Hand Pumps and Steam Engines) worked hand in hand for many years.

It may be of interest to the reader to note that it was the custom at that time in the Fire Department, to commandeer horses from any passing wagon, in the event there were no "Fire Horses" in the barn to pull the Steam Engine.

## 2ND MULTIPLE FIRE WITH MUTUAL AID March 30, 1881

"An alarm of fire about 9 o'clock, from a barn belonging to Ebenezer Kingman on Main Street which burned, also the House and Shop and a barn occupied by Dr. Granger."

## 2ND STEAM ENGINE

Cost - \$3,500.00 wgt. 4800 lbs.

At the town meeting in 1881 it was voted "because of large and destructive fires," a new steam engine and hose carrier would be purchased for \$6,000.00. It was called "Steamer No. 2."

## END OF AN ERA

Disbanding of the

"Fearless Engine Co. No. 1."



The last fire for "The Fearless" was on April 20, 1881 5 A.M. "A Barn belonging to Samuel Caper was burned. The Fearless was present."

Randolph May 2nd 1881

"The Town having purchased a Steam Fire Engine, a motion was made to disband the Co. Voted to disband the Fearless Engine Co. The Foreman then declared this Engine Co. accordingly disbanded."

The Flag and a picture of the Co. were presented to its replacement; - Randolph Hose Co. No. 2. Other personal items of the Company were sold at auction. It was decided to sell the FEARLESS ENGINE. The hand pumper was sold on May 21st 1881 to the town of Gilsome for \$380.00 and Levi Wilbur was paid ten dollars for his services in selling the Engine.

HOSE CO. NO. 2 OF RANDOLPH  
August 1st 1881

Members of the Department under the leadership of Chief Dooley adjust to the changing times and continue their dedication to the job.

*WRITERS NOTE:* - (I once read "Nothing in Life is constant but change." - This can be applied to my observance of the Fire Department, through its History and to the present day. Changes are

quickly resisted, and slowly accepted.)

After the hand Pumper and the introduction of the Steam Engine, Organization, Management, Fire Fighting Tactics and Strategy advance in the Town of Randolph.

1ST FIRE COATS  
December 5th 1881

A committee was appointed to inquire about the purchase of "Rubber" Coats for the fire fighters.

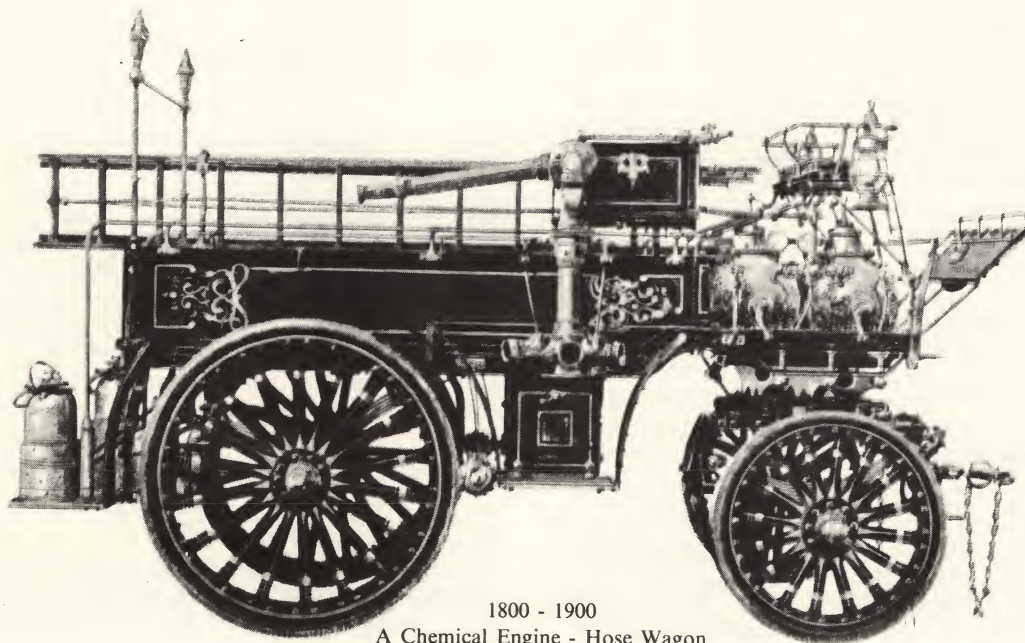
May 1st 1882 - 1898  
G. W. SHEDD - FOREMAN  
(CHIEF Charles A. Wales 1882-1910)

1st FIRE ALARM  
July 2nd 1883

The usual procedure for sounding an alarm of fire, was the sounding of the Bell at the Fire House plus the ringing of hand bells at various strategic locations in the Town. On this date arrangements were made with the Baptist Church for the ringing of the Church Bell signalling an Alarm of Fire.

FIRST WATER SYSTEM  
(1st Hydrants)

In the year 1886 the Town of Randolph joined with the Towns of Holbrook and Braintree to provide the town with a water system. The Fire



1800 - 1900  
A Chemical Engine - Hose Wagon



Department in an effort to improve water supply for fire fighting purposes, persuaded the Town Meeting of 1888 to vote the purchase and installation of Fire Hydrants.

Nearing the turn of the Century one can see the Fire Department becoming more professionally organized.

#### AT THE TURN OF THE CENTURY 1ST Chief of the Department May 9, 1898

The Department at this time still did not have any full time or permanent fire fighters. Under the leadership of Chief C. A. Wales the organization and the operation of the Department has its beginning in "Professionalism". The "Club Type" atmosphere fades into the past along with the Hand Pumpers. In addition to the 2 Steam Engines, there has been added a "Hook & Ladder and a Chemical Truck." (All equipment horse drawn). Teams of horses were organized on a "Stand by" basis with farmers and residents adjacent to or nearby the Fire Houses. The owners of these teams were paid a sum of money yearly for providing this service to the Town.

#### FINANCE - 1898

For the 1st time in the History of the Fire Department of Randolph, financial problems become a part of Chief Wales' job in management of the Department. June 10, 1898 "The Chief reported that Mr. Gove wished more money to haul apparatus for the coming year. Chief and Clerk were instructed to see Mr. Gove and make out terms not to exceed \$400.00 for the reason that the Town had reduced the appropriation for the Fire department for the coming year." These words will echo into the financial problems which are a part of the job for every Chief that will follow Chief C. A. Wales.

#### TRAINING - 1898

Training was ordered by the Chief on a "twice a month" basis and was the beginning of a practice which today is a daily requirement of the Department. (Another step towards Professionalism.)

#### FIRES IN THE EARLY 1900's

Woods and Barn Fires are predominant during this time and account for 90% of all runs. Children with matches, electrical, (including lightning) and miscellaneous make up the remaining 10%. Time has reversed this statistic with children and matches, and electrical a large percentage of fires,

and woods and barn fires are now almost nonexistent.

#### 1900 - 1ST FIRE ALARM (ELECTRICAL)

Fire Officials and concerned citizens in the year 1896 were dissatisfied with the inadequacy of the system of the "Ring of hand bells and Church Bell" as a method of reporting an alarm of fire. Their concern was brought to the attention of the Town Meeting, but the Town was not ready for change.

During Town Meeting - 1900 it was voted that the Town raise - \$2000.00 to be paid to the Gamewell Company for a Fire Alarm System. A contract was made for a Fire Alarm System and signed with Mr. A. D. Wheeler of the Gamewell Fire Alarm Company on May 21, 1900. The installation was completed on August 13th 1900. There were 16 boxes in the system and the 1st box to be pulled for a test was Box 26 on South Main Street. The whistle was located on Charles Doughty's Harness Factory and sounded in conjunction with the BOX pulled. (The number of blows on the whistle indicating the location of the BOX Pulled.) 1st FALSE ALARM - October 13th 1900 7:30 A. M. BOX 61 TOWER HILL. 1st BOX FOR A FIRE - October 15, 1900 - 1:30 A. M. BOX 27 pulled for a house fire on South Street in an unoccupied house owned by Adam Acherron. This BOX was pulled 3 times by an unidentified excited person who "supposed it was not heard". Members of the Department were "convinced that the Alarm system will be a great addition to the Service of the Department."

#### BOX LOCATIONS

Box 23	Union & North St.
Box 24	S. Main & Maple St.
Box 26	South Main St.
Box 27	South Street
Box 28	Union Street
Box 31	North Cottage & Mill St.
Box 34	North & Liberty Streets
Box 35	North & Oak Streets
Box 42	Main & West Streets
Box 43	Allen & Roel Streets
Box 45	Main & Liberty Streets
Box 46	Main & West Streets
Box 52	Depot & Warren Streets
Box 54	Warren & Fowler Streets
Box 56	West & Lafayette Streets
Box 61	Tower Hill

(There are NOW - 184 Boxes in the Town) Mr. Herbert Averills was appointed Superintendent of Fire Alarm and received \$100.00 a year October





Original Sta. 2

1st 1901.

George A. Roel was appointed November 23, 1907.

October 16, 1913 - It was the practice of the Department to "Daily Test" the whistle on the Fire Alarm at 7:30 P. M. On this date it was decided to change that test time to 12:55 P. M., and that practice has continued to today.

JULY - 1913

Harold Bailey appointed "Electrician" on Fire Alarm.

MAY 14, 1914

(Whistle Installed Town Hall)

"Permission was received from Trustees of Stetson Hall to install an AIR WHISTLE on Building and machinery for same in the basement." At that time every BOX received was simultaneously sounded over the town by the whistle. Today the whistle is only used after a 2nd alarm or to signal off-duty men to report to the Station.

NOVEMBER 16, 1914

William Swain II— appointed Superintendent of Fire Alarm.

AUGUST 12, 1915

Harold L. Bailey-appointed Superintendent of Fire Alarm. (William Swain having resigned) The State having taken over So. Main St. making it a



Original Central Station

State Road, the Fire Dept. was notified "to have all Fire Alarm wires changed from West side to East side of street as all poles must be on East Side." Supt. Bailey purchased material necessary and complied with the State's demand.

NOTE: This Fire Alarm system report cannot be closed without giving note to Frank E. Faunce. (Civilian Employee for the Department for 39 years.) Frank held the position of "Signal Maintainer" and maintained and expanded the system from 1924 to 1963. Frank though not a Firefighter should be remembered and commended here for his large contribution towards the building of a complete Fire Alarm System for the town. He worked many hours on a parttime basis, but his dedication was full time.

## FIRE HOUSES

At the turn of the century there were 3 fire stations. (Central, West Street and North Main Street). The East Randolph Fire Station became Holbrook Central Station when the Town divided and the Town of Holbrook was established. Central Station was built on Town land adjacent to the Town Hall, and housed Steamer No. 1 and the ladder. The West Street station housed the Chemical Engine, and was built on land of Mary Sullivan, who was paid \$10.00 a year for rent of land. Station Two housed Steamer No. 2 and was built on land rented from James Riley for \$15.00 a year. The Old Central Station still stands on its original site adjacent to the Town Hall and is used by the Civil Defense members for meetings. The



West Street Station went the way of the hand pumps, fading into the past when the Chemical Engine was moved to "a stable belonging to J. E. Blanche on Warren Street". The old Station remained empty for a few years and then was taken down making way for an auto repair shop in the early 1900's. The Old Station Two on Main Street housed Steamer No. 2 at the turn of the Century and continued to house apparatus up until 1950 when it was replaced by the present Station Two. The Old station remained empty for a time, and then was purchased for \$1,000.00 by George S. Rent (Stewie) owner of the Stewies Oil Company on North Main Street. Clifton Crockett moved the Building from its original site on the rented land of James Riley to its present location adjacent to Stewies Gasoline Service Station on North Main Street. The Building has since been converted to an apartment, (2nd floor) and storage area (1st floor) for items of Mr. Rent's business. The present Station Two was built in 1950 with the addition of 2 new bays in 1971. The Present Central Station was built in 1956.

#### PROFESSIONALISM

During the early years of the Century the Fire Department under the leadership of Chief C. A. Wales passes through the "Steam Engine Era". The usual number of woods and barn fires are encountered, and the operation of the Department, goes along smoothly. The growing pains are felt as the expense to maintain and purchase equipment necessary for the protection of the Town increases. Considerable reference is made at this time relative to new home construction. Minor personnel problems are encountered, as the Department goes through the change over from the "Club type" atmosphere of the 1800's into the "Professionalism" of the 1900's. A "New Breed" of Firefighter comes on the scene as the town sees fire fighting become as acceptable an occupation as Farmer, Merchant, etc. The organization of the Department at this time moves toward a trend of interest in Fire Fighting as a "Career."

#### STEAM ENGINE SOLD

November 30, 1901

"The Special Town Meeting was called, at which time it was voted that the Board of Engineers be authorized and instructed to sell one of the Steam Fire Engines."

"The Board of Engineers this day shipped to C. N. Richardson of Providence, R. I. Steamer No. 2 of this Dept. the same having been sold for the sum of \$900.00." The Department having added a

Chemical Engine to its compliment of apparatus evidently felt it no longer needed 2 Steam Engines in the Town of Randolph. This sale of "Steamer No. 2" was the beginning of another change in the Department which will lead up to the purchase of the 1st Motorized apparatus (gasoline) in 1916 and then a fully motorized department in 1923.

#### 1ST GENERAL ALARM (INCENDIARY)

Randolph - March 22, 1907

"Alarm at 1:35 o'clock A. M. from Box 29 for fire in the building on Warren St. owned by heirs of A. Jones and occupied by Robert Taylor as a Grocery and Market and Fred A. Specor as a Groceries house. This building was wholly consumed as was also the Stable in the rear. The fire then communicated with the large shoe factory nearby on the east-side owned by G. H. Collines of Boston. The building was occupied by the Royal Shoe C. and W. H. Dennehy-Blacking Maker (shoe polish). Three alarms were sounded, the third at 2:22 A. M. when assistance was asked of Holbrook and Brockton. Brockton sent a Steamer & a hosewagon with 11 men Holbrook sent a hosewagon and 8 men. Sparks from the burning building caused many fires on roofs of buildings in the vicinity, some more than a half-mile away. For a time fireman had plenty of work at a lively pace. Out of town firemen were relieved from duty at about 5:30 A. M. and were furnished a collation. Randolph's apparatus returned to quarters at about 7 A. M. Firemen were at work on the ruins all day. The fire appeared to be the work of an incendiary and started in the Jones Building." (on Mar. 25, 1907 - Voted that the Departments of Holbrook and Brockton "be tendered a note of thanks.")

#### FIRST FIREMANS MEMORIAL SUNDAY JUNE 13, 1907

"It was voted that the Engineers invite the Active Firemen to cooperate with the Veteran firemen in observance of the Second Sunday in June Annually as Memorial Day." This observance continues through today as a time of remembrance of our deceased Firefighters. The Fireman's Memorial Sunday was observed by a parade to the two cemeteries on North Street with a piece of apparatus carrying potted plants which were used to decorate deceased Firemen's graves. Graves were designated in both cemeteries by a metal medallion marker and flag.

1st rubber boots purchased, December 10, 1908.



### FALSE ALARM - (SENSELESS LOSS)

In the early 1900's and so today loss of men and equipment is so senseless and yet it is a reoccurring problem for the Fire Department.

JANUARY 17, 1909

"Alarm from Box 46 at 7 p.m. This alarm was by boys who wanted to see the horses go, they were given a warning which they will probably remember. In responding to this alarm one of the horses on the hose wagon slipped on the car tracks breaking a leg. The horse had to be killed."

MAY 3, 1910

### JAMES E. BLANCHE - CHIEF

Chief Blanche continues the operation of the department in the procedure of his predecessor C. A. Wales. Chief Blanche changes the rank in the department by naming 3 Captains in charge of hose Co. No. 1, No. 2 and Ladder 1. Hose Co. No. 1 Captain John P. Rooney Hose Co. No. 2 Captain Geo. F. Stetson and Ladder No. 1 Captain Charles Dolan. He also began modernizing the department through large purchases of Fire Department hose with the possible intent of mak-

ing some changes in fire fighting strategy. He was Chief of the Department only a short time with his sudden death on October 21, 1911. Captain John P. Rooney takes charge of the department until December 28, 1911 when Richard Forrest is elected to the balance of Chief Blanche's term.

MAY 6, 1912

### CHIEF RICHARD FORREST

Richard Forrest is elected chief of the Department and continues modernization by his updating of the Fire Alarm System with the aid of a new comer in the Department - "Harold Bailey." (Later to be full time permanent chief) Chief Forrest encounters dissention in the Department, and disbands Hose Co. No. 1 "for the good of the service."

OCTOBER 17, 1912

"The following names submitted to be appointed to the Department as Hose Co. No. 1. Elmer Vaughn (Later Chief) Victor Hogan (Later to be 1st permanent paid firefighter) Thomas Good, Frank Sullivan, Joe Clark, John Rooney, Frank Jaegwith, B. Hayden and Nicholas Moore."



*Standing, Left to Right:* Assistant Chief W. Andrew Croak, 47 Mt. Pleasant Square; Fred Winnett, 17 Jones Avenue; Barney Clark; 136 Liberty Street; Joe Allen, 206 Liberty Street; Arthur Scott, 54 Liberty Street; Thomas Mahoney, 85 Pleasant Street; Pat "Peddler" Whalen, 20 Ward Street; Tom Purcell, west side of 12 School Street; George McMullen, 118 Union Street; Dan Leahy, 100 North Street; Andrew Mickey O'Connell, 41 Lafayette Street; \*George Moseby French, High Street Tower Hill; Jack Rooney, 39 Ward Street; Joe Riley, 668 North Main Street; Henry Rooney, 39 Ward Street, John Clark, 136 Liberty Street; Frank Donahue, 23 Short Street; William Rooney, 94 Cottage Street; Mike "Chicken" Sullivan, 66 South Street and Chief of Police John Haney, 118 Union Street.

*Kneeling, Left to Right:* Joseph Mahoney, 85 Pleasant Street; Pat Deane, 175 Warren Street; Luke Mulligan, 19 Ward Street, \*Sam O'Brien, 44 Plain Street; Jim Foley, 82 Cottage Street; Bob Uniac, 224 Warren Street; Tom Moore, 26 Howard Street; Bill "Peaceful" Sheridan, 40 South Main Street; Moses McGaughey, 66 North Street; William O'Halloran, 21 Moulton Street; Pat Clark, 136 Liberty Street; John Gill, opp. 23 North Street; Ed Meaney, 196 Warren Street and Enos Holbrook, 169 Liberty Street.

*Seated, Left to Right:* John Hoyer, 93 North Street; Tim Lyons, 24 Cross Street; Edward Donahue, 15 Howard Street; Michael Good, 26 Mill Street; Thomas Mahar, 205 Union Street; Ben Moore, 26 Howard Street; Pete McConaty, 94 Warren Street; Tom McCusker, North Main Street; Ricco McLaughlin, 143 South Street; and Dick Hatchfield, 67 Belcher Street.



*Writers Note:* It may be of interest to the reader, that much reference in the log for the area of box 46 Main Street and West Corners was logged as a section known as "SPOTLESS TOWN." Town Historians explain this was not meant in a complimentary way, but was the natives of the towns negative feeling toward the new comers to the town from the city. "SPOTLESS" was a hand soap at that time and was popular for cleaning up. It was comparable to a Sand Soap of today. There were no streets in this section, so for location purposes the name "Spotless" town was used.

SUNDAY MARCH 29, 1913

"Special Joint Committee consisting of: Timothy Lyons, Frank Jacquils, W. B. Atherton, and Eugene McAuliffe appointed at Town Meeting to look into the advisability of a motor truck for the Fire Department."

#### CRITICISM OF THE FIRE DEPARTMENT

Criticism and Praise become a part of the system now as the department becomes more professional, more is expected from it. On December 1, 1913 Norfolk Mutual Fire Insurance Company notified the town of their plans to "Curtail business especially where there is a continuous number of houses, etc. in a row totally burned." The Fire Department takes it personally. "We may infer that our Fire Department could be improved." Encounters such as this one with an Insurance Company paved the way for the town to consider appointing a full time (permanent) Firefighter.

#### WORLD WAR ONE 1917

The modernization of the Fire Department moves forward from this point in time at a fast and furious pace, with much progress and many changes.

#### 1st GASOLINE POWERED FIRE ENGINE (AMERICAN LA FRANCE)

The town purchased its 1st gasoline powered Engine from American La France Company. It was to be called "Randolph Combination No. 1."

JUNE 20, 1916

"A special meeting was called of the Board of Engineers to act on new Auto Fire Truck which was delivered today." A man was to be appointed and trained in the operation of this new Engine.

#### 1ST PERMANENT FIREFIGHTER (Uniform and Salary) JUNE 20, 1916

"Victor M. Hogan appointed Driver and Caretaker of the new Fire Truck at a salary of \$1000.00 a year." (On duty 24, hrs. a day, 7 days a week) Long hours reduced Jan. 15, 1917 "Voted that driver of Combination truck be given a leave of absence on Tuesday evening and Sunday afternoon and evening. A substitute must be left in his place." Aug. 9, 1917 Firefighter Hogan instructed to "purchase a uniform to be worn at all times except when working around house or firetruck." If Hogan was absent, Patrick Gill and Ralph Cartwright were to act as "Substitutes." Sept. 26, 1917 Victor Hogan was given a leave of absence from the Dept. to serve in the Armed Forces W.W.I.

October 8, 1917, Harold Bailey appointed to be "driver" of Combination No. 1.

#### 1ST TELEPHONE AT CENTRAL STATION JULY 4TH, 1916

The town now having a paid full-time Firefighter Chief Forrest orders the installation of a telephone (1) at Central Station. August 9, 1917 "House phone" changed to a "Pay" phone. Reason: (Too many toll calls.) There are now (1974) a switchboard, and 15 phones.

#### 1ST AUTOMOBILE FIRE

"On Dec 1st 1916 at 2:45 P.M. the Department was called to an automobile fire on William St. North Stoughton just other side of Randolph line. Automobile owned by Union Furniture Co. of Brockton."

#### INCREASE PAY OF "VOLUNTEER" FIREFIGHTERS JANUARY 14, 1918

An article was to be inserted in the Town Warrant, asking an increase in salary "from twelve dollars a year to twenty-five dollars a year."

*WRITER'S NOTE:* I feel this is a good point in this History-Report to make this note commending the "Volunteers," (CALLMEN) who from the very beginning of the organization of the Fire Department to the present day have made such a **large** contribution to the fire service for so *small* a compensation in pay. They are a dedicated group of men, and this writer as well as all the members of the Department ap-





1st Gasoline Powered Fire Engine  
1915 American La France

Picture taken in 1930. Lt. Brewster in the drivers seat of Combination 1 in front of the original Station 2.

preciate their faithful service.

#### COMBINATION NO. 1 (1918-1919)

May 1st 1918 F.B. Jaquist-Chief  
May 1st 1919: John J. Condon-Chief  
Harold L. Bailey-Driver

#### FIREFIGHTERS

Thomas H. Good  
S. William Swain  
W. Stanley Atherton  
Fred Diauto  
Patrick J. McDonnell  
Edmund J. Brady  
George Cunaway  
Henry J. Mann  
Engineer Steamer No. 1 Jesse Taber  
Stoker Steamer No. 1 Charles E. Young  
No spectacular fires, but a trend begins toward a greater number of fires.

**ELMER P. VAUGHN - Chief**  
May 1st - 1920

The 20's bring changes in the operation of the Fire Department that marks the beginning of the type of organization we have today. The number

of fires and calls for assistance multiply many times over the occasional calls of the past. The records show that where one call a month only a few years earlier, have increased in 1920 to not only "daily" calls but as many as six calls a day for Fire Department assistance. Chief Vaughn as did Chiefs in the past and future encounters problems (growing pains) as the Town grows. With the increase in fires and the larger demand of the population for "Water" the chief encounters problems with adequacy of water supplies for firefighting purposes. On one occasion during Chief Vaughn's term, the Towns of Randolph, Holbrook and part of Braintree were without water for over 24 hours because of a break in the "big main feed pipe" 7-22-23 "As soon as the condition of the water service was ascertained, Chief Elmer P. Vaughn of the Randolph Fire Department had the Combination truck taken out and the old steamer attached to it with steam up, so that in case of fire, water could be drafted from any of the several street reservoirs." Chief Vaughn may be noted for his efforts to improve the Town's then inadequate water supplies.

#### CISTERNS

It was quite common during the early part of the



century for people to install cisterns in or near their homes for the purpose of drawing water for fire fighting protection. Water was no doubt also used for domestic purposes. This writer had the experience only recently to view one of those early century cisterns in the home of Mr. Raymond P. McGerrigle (Historian) at 54 South St., Randolph. Mr. McGerrigle states that there are still hundreds of these wells scattered throughout the Town.

### THE MEN (A RARE BREED)

The writer would like to record here the names of the members of the Randolph Fire Department in 1920 "Combination No. 1" The reader may take pride in knowing or having known these men. A lot of words are written down in history about dates and places, but in this Writer's opinion the "Men" of the Fire Department are "what it's all about." I could get carried away on this subject, being prejudiced towards this group of men. If you have known or know a Dedicated Firefighter then you have been acquainted with a "RARE BREED."

#### VOLUNTEERS COMBINATION NO. 1. MAY 1st 1920

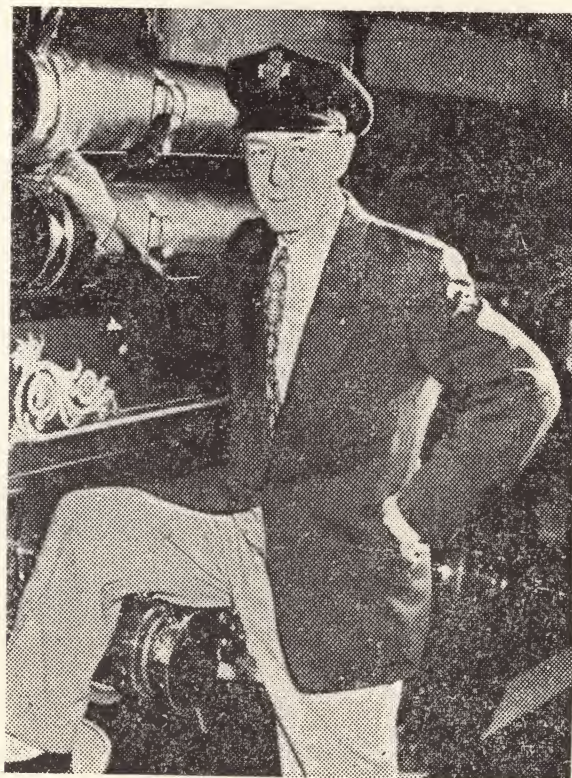
Elmer P. Vaughn - Chief  
Fred Diauto - 1st Assistant  
Henry J. Mann - Clerk

#### FIREFIGHTERS OF COMBINATION NO. 1

Henry Kiley - Captain  
Joseph Mullen - Clerk  
Joseph Clark  
Walter Farrell  
William Connell  
Charles Meany  
Tom Mulligan  
Stanley Atherton  
John Diauto  
Elmer Webster  
Harold Bailey - Full time paid driver

#### HARRY DOLAN "(Pappy)" Volunteer May, 1921 November 8, 1923 - (Appointed officially)

The Department under the leadership of Chief Vaughn continues to modernize with the purchase of a "New Maxim Pumper". Ralph Cartwright was appointed as driver of the new pump and became assistant to Harold Bailey. A newcomer to the Department was a young fellow named



HARRY DOLAN

HARRY DOLAN. His name should be recorded in capital letters, for Harry Dolan ("Old Harry" as I know him) served the town for fifty-two years as a volunteer. (Callman) Harry Dolan was retired in the spring of 1973 by Chief Robert D. Teece, who was concerned for Harry's age and the heavy physical demands of Fire Fighting. Harry was not ready for retirement but accepted it as "you gotta make room for the Young Fellas." If there should ever be a "Firefighter of the Century Award" this writer would give it to Harry Dolan.

#### AUTOMOTIVE ERA November 8, 1923

Chief Vaughn rounds out his last term as Chief in a busy time of many fires, phasing out the Steamers and Chemical Trucks and moving toward a completely Automotive Department. The Steam Engine Era fades into the past.

#### 1st FIRE DEPARTMENT HELMETS May 1st 1924

John J. Condon becomes Chief of the Department. A new method of fighting fires is intro-



duced at this time. With high pressure pumps, adequate hose and water supplies, quick reports of fire, and fast response of apparatus, firefighters now are able to get to a fire building and enter to search out and extinguish the fire. Chief Condon becomes concerned for the physical safety of the men in this new method of fire fighting and orders the purchase of "Seven Fire Helmets."

**STANDARDIZATION OF  
FIRE DEPARTMENT HOSE**  
1925 - 1926

The Fire Department under the direction of Chief Condon advances with extension of present Fire

Alarm system, and "to conform with the law Hose threads are changed from "Roxbury to National Standard."

**1st UNIFORMED FULL TIME CHIEF  
OF THE DEPARTMENT  
HAROLD L. BAILEY**

The sudden death of Chief Condon in the fall of 1926 leaves the Town temporarily without a chief. Harry Dolan at this time is appointed Acting Chief and commands the Department until May 1st 1927. The method of choosing a Chief of the Department in the 1800's and early 1900's was that the selectmen would appoint a "Board of Engineers" and the members of the board would



**HAROLD L BAILEY,**  
First Uniformed Full-Time Chief



choose one to act as "Chief of the Fire Department. On May 1st 1927, this procedure is altered slightly by the selectmen's appointment of Harold L. Bailey to the Board of Engineers and then their (Engineers) selection of Bailey to be Chief. This now gives the Town its 1st Uniformed full time Chief.

On May 7, 1928 the Randolph Fire Department was organized as follows; Chief of the department Harold L. Bailey (full time) Captain Ralph Cartwright, Lt. Joseph Brewster, Lt. Edmund Tierney (part time)

In 1928 Chief Bailey though new to the position of chief is an old timer in service to the Department. He started his service to the organization in July 1913 when he was appointed as "Electrician" on Fire Alarm. Chief Bailey will be remembered for amongst other contributions his providing the Town with a complete Fire Alarm Protection System. The Chiefs that follow Chief Bailey will expand and modernize the system, but Bailey should be credited for building it. Harold L. Bailey served the Town from July of 1913 to May 1st, 1954, and might be thought of by present day Firefighters as the Father of the Department.

#### FIRES IN THE 20's

Chief Bailey and the Randolph Fire Department encounter many fires which are now a daily oc-

currence. Some "BIG" some "SMALL."

#### "BIG"

#### 1st FIREWORKS FACTORY EXPLOSION MAY 31st 1926

Alarm Box 61 for fire in building owned by American Fireworks Co. over town line in Canton. Explosion wrecked building. Cause Unknown. This fire and resulting explosion completely leveled the factory. History repeats itself with a second in 1946 and a third in 1958. Fireworks Factory explosion on the same site, totally destroying the Fireworks Factory rebuilt on the same site. (Now Marshall Paper Tube) The third total destruction of a Fireworks Factory occurred on Monday, November 24, 1958 at 11:38 A.M. and is remembered by many present day Randolph Fire fighters who suffered injuries at this Fire and explosion.

#### "SMALL"

March 20, 1928

"Still Alarm - 9:00 P.M. for slight fire in windows of Eugene McAuliffe's Store caused by mice gnawing on matches. Insured damage \$25.00."

#### 50 Years Age-1924

The Patriot Ledger reported: "Alarmed by the prevalence of fires believed to be of incendiary



Third Fireworks Factory Explosion  
November 24, 1958



origin, residents of Randolph are forming a 'vigilance committee' in hopes of detecting the person responsible for the start of them."

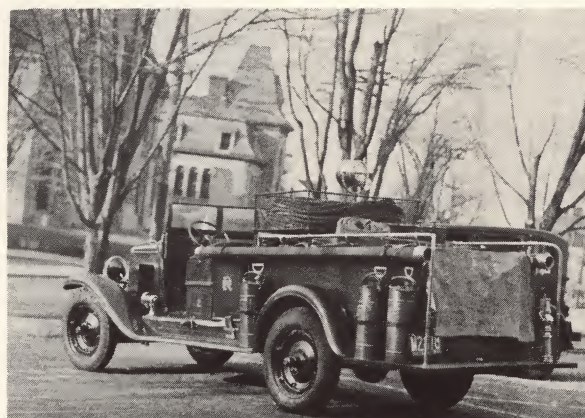
# 1st MOTORIZED HOOK AND LADDER October 1929

The Fire Department in its efforts to take the Fire Department out of the "Horse and Buggy era" gets credit for having a fully motorized Department in 1923 with the purchase of Randolph's 2nd Engine. The Department now has no further need for hiring teams of horses to haul apparatus. The horses are gone but the Fire Department now has to trailer the "Hook and Ladder

Wagon" behind the Engine going to the fire. Chief Bailey is not happy with this operation and in 1929 the Fire Department purchases a 1929 Cities Service Hook and Ladder "Truck". Bailey will purchase additional apparatus in later years, but in this writers opinion 1929 was the year the Department became fully motorized. (End of still another era). In 1931 a Chevrolet chassis is purchased and the men of the Department remove the Chemical tanks from the horse drawn "Chemical Wagon" and install them on the Chevrolet and along with other modifications Randolph has its fifth motorized apparatus. (Combination 2) Combination 2 was put together by the men of the Department and for many years was fondly referred to as "The Kitten".



RANDOLPHS Second Motorized Engine  
1923 MAXIM Pumper



"THE KITTEN"  
1931 Chevrolet - Combination 2.





JOSEPH F BREWSTER

JOE BREWSTER

June 9, 1930

The History of the Randolph Fire Department cannot be written without including some words about Joe Brewster. He was appointed full time firefighter (driver of Combination No. 1) in 1930, but records show him as a volunteer and driver back into the 20's. Joe Brewster did not go on to become Chief of the Department, but his dedication and achievement for 26 years match if not exceed those of men that preceeded him. Joe Brewster and Edmund Tierney were appointed Lieutenants in 1928 and worked along with Captain Ralph Cartwright. Joe was the driver of "Combination One" (purchased in 1916) located in the original Station Two. Edmund Tierney was the driver of a second motorized apparatus (1923 Maxim) and operated out of Central Station. (adjacent to the Town Hall). Lt. Brewster later becomes Captain and his life literally centers completely around the Randolph Fire Department. Captain Brewster worked 24 hours a day 6 days a week with only time off for meals, and got to spend Saturday evening and Sunday with his family. Monday morning started a long week for Joe, but there was not much idle time. Captain Brewster later is referred to as the "Little Giant" of North Randolph in a magazine article which commended his mammoth efforts and achievements in improving fire protection for the Town. Joe's achievements were many, and a few should

be recorded. He was a key figure in obtaining a new Fire Station and a new Pumper for North Randolph. He was a radio operator for the Government during the Second World War and at the end of the War he obtained radios from "War Surplus," and installed the 1st Randolph Fire Department Radio Communication System. His many talents were put to work for the Department and he should be credited for his "Giant Step" in bringing the Department out of the early 1900's into the beginning of the type of organized Department we have today. Captain Brewster was promoted to Deputy Chief and retired April 26 1954.

**WRITERS NOTE:** Earlier in this report I made mention of the "RARE BREED." Joe Brewster was this type in my opinion for in my search of the material available to write this report, I came across a letter to Joe Brewster from the Selectmen of the town in 1928. The letter was in appreciation and thanks to Joe for having donated to the Town a 1925 Ford roadster equipped for fire fighting purposes. In the brief History of the Fire Department in Randolph it should be noted the organization has had many dedicated men.

CALL MEN - 1933

THE ORGANIZATION OF THE RANDOLPH  
FIREMAN'S

RELIEF ASSOCIATION

The Fire Department begins to appoint perma-



New Fire Station & New Pumper - 1951



nent Firefighters in the 30's but the full time number of Firefighters stays in the single figure column for many years. Volunteer Firefighters (referred to as Call men today) during this period are relied upon heavily, and were the backbone of the Fire Fighting Force. Because of the great contribution of these men during this period their names should be recorded here. (Those whose names have been recorded earlier will not appear here.) Frank Forrest, E. Scanlon, E. Pellisier, J. Boyle, Charlie Blakely, Bill Swain, Paul Anderson, Geo. Frawley, James Clark, Howard Harris, Carl Harris. (Some of these men later will become full time Firefighters and some will achieve the Rank of Chief.) These men held a meeting at which they voted to organize. The name of this new organization would be "The Randolph Firemans Relief Association." The first meeting of this newly formed group was on December 10, 1934. The following officers were elected President - Chief Harold L. Bailey, Vice President - Howard C. Harris, Treasurer - Captain Edmund F. Tierney, Clerk - Lieutenant S. Wm. Swain. It was voted at this meeting that all members of the Randolph Fire Department would automatically become members of the Relief Association.

#### MOTION MADE AND AMENDED TWICE

A bit of humor is noted by this writer, in reading the minutes of one of the early meetings of this Spirited Group. "Motion that one gallon of rum be purchased to be used for Medical purposes.

Amended that the Chief have charge of same.

Amended that we buy Coffee, Milk, and Sugar for those who do not use rum."

#### 1ST 1000 G.P.M. PUMPER 1937 SEAGRAVE

Chief Bailey continues to direct the Department through the years of the Depression. Hard times can be credited for the only, but certainly welcome addition of a 1000 G.P.M. Pumper to the now aging compliment of apparatus in the Fire Department in 1937. The "Depression" is followed closely by the country's involvement in the 2nd World War and as during the "Depression," updating of apparatus, Manpower and equipment is delayed until the 50's. The Fire Department manages to keep its equipment in good operation and provides the Town with adequate protection through 1951 when the purchase of a 1951 Ford - 500 G.P.M. Pumper relieves a slowly antiquating Department. Chief Bailey who began his career in the Fire Department in 1913, and saw it completely motorized and modernized at the start of the 30's watches it slip back due to the hard times of the 30's and 40's. Chief Bailey sees the light at the end of the tunnel again during his final years in the Department. In 1946 Chief Bailey purchases a 1941 200 G.P.M. Mack Pumper from the owners of the destroyed Fire works factory. In 1953 the Town purchases its 1st Aerial Ladder, and with this new apparatus Chief Bailey begins to update the Department after the lean years. In 1950 the Randolph Fire Department under the leadership of Chief Bailey purchases the 1st Fire Department Ambulance. Chief Bailey completed over 40 years of service to the Randolph Fire Department and his health begins to fail in the early 50's. A Chief who contributed many 1st's to the Department retired on May 1st 1954. Chief Bailey will be



Ribbon cutting ceremony Station 2 1951



followed by many such dedicated leaders.

**CHIEF HAROLD L. BAILEY**

BORN - Augusta, Maine, September 26, 1887

DIED - Randolph, Massachusetts, June 24, 1956.

**1ST AMBULANCE 1950 FORD**

Prior to the Town's purchasing its 1st Ambulance in 1950, the Ambulances were a 1937 Packard and then a 1946 Ford owned by the American Legion and operated by off duty and

Randolph Fire Department. The 1st Ambulance is followed up by; a 1960 Cadillac and 1966 and 1971 Cadillacs and in 1974 a Modular type Ambulance. (Emergency Room on Wheels).

**1ST AERIAL LADDER**

**1953 SEAGRAVE - 65'**

The Town realizing its Fire Department apparatus approaches antiquity, votes the purchase of a 1953 Seagrave 65 foot Aerial Ladder at a cost



1st Aerial Ladder  
1953 - 65' SEAGRAVE

Volunteer Firefighters. Townspeople would donate money to the Legion and would thus be granted a family membership entitling them to the use of the Legion Ambulance. Randolph Fire fighters for many years operated this Ambulance for the Legion. Non-contributors to the Legion would be charged a small sum for the Ambulance service. This method of Emergency service was felt to be outmoded in 1950 and the town purchased a 1950 Ford Ambulance which becomes another of the services provided the people of the town by the

of \$29,735.00. The Town's Fire Department with this new Ladder truck in 1953 begins to come out of a very serious position of having "Inadequate Fire Apparatus Protection."

**CARLTON P. HARRIS**

**MAY 1st 1954**

**CHIEF OF THE DEPARTMENT**

Chief Harris like Chief Bailey becomes the head of the Department with many years of association as a volunteer. Records show Carl Harris active in



the organization of the Randolph Firefighters Relief Association in 1933. Chief Harris continues the efforts of his predecessor to modernize the Department. He dramatizes the aging apparatus in the following letter to the Town Manager dated October 1st 1958.

Mr. Robert A. Hancock.

"Dear Sir:

Following is a report of the apparatus of the Randolph Fire Department as of October 1, 1958:

At Station II in North Randolph, we have a 1952 Ford 500 - Gallon pump that replaced a 1923 Maxim, now out of service. This engine has caused a great deal of trouble since its purchase and has failed on several occasions. For example, on October 14, 1958 when an alarm was sounded for a fire at Randolph Manufacturing Company, Engine 2 failed to start for 3 minutes. This delay could have resulted in severe consequences had this particular fire been of larger proportion. A major motor job is necessary for this unit but I am advised that a new motor would be cheaper. However, upon making inquiry recently, at a local garage, I was informed that a new motor cannot be obtained, due to its age. I therefore anticipate a major motor job on this unit at an early date.

Engine 1, at Central Station, was purchased in 1937, after two disastrous fires leveled the Congregational Church and the E.C. Young Building Co.

The Maxim was then stationed in Station II, replacing an old, outmoded combination.

In 1944, while both pieces of apparatus were responding to a fire in the Tower Hill section, a fire occurred in the Trinity Episcopal Church. Because no spare truck was available, this building was totally destroyed, despite the efforts of Brain-tree and Holbrook augmenting our own department.

Station II was constructed in 1951, with enough surplus funds to purchase Engine 2. With the purchase of this engine, we had our first spare engine, although it was 29 years old.

At the present time, due to its age (now 35 years), this unit is out of service, leaving this department with an undependable engine at Station II, and our other only pumping engine at Central Station, 21 years old. In the past year, because of its age, this engine has meant repair bills amounting to over \$500.

With the addition to Randolph Manufacturing Company, Chase and Sons, and many more additional buildings, I feel that we should have a more dependable pumping engine. In view of this, I recommend that Engine 1 be replaced and used



CHIEF CARLTON P. HARRIS

as a spare unit.

The spare forest truck is in need of painting and repairs should be made to the fenders.

Our ladder truck, which was purchased in 1953, and the forest fire unit, purchased in 1957, are in excellent condition.

Respectfully,  
Chief Carlton P. Harris  
Randolph Fire Department

Chief Harris was a determined man. The ground work had been done by Bailey, and Harris carried it on, but much credit should be noted here to the "Men of the Department" during the 1940 to 1955 period, whose many talents kept an aging Department operating efficiently.

#### CIVIL SERVICE 1955

The Randolph Fire Department is brought under Civil Service by vote of the Town at the 1955 Town Election. All present Firefighters will take a "Qualifying Exam," and all future Firefighters will take an Entrance Examination, Physical, and strength test.

Under Civil Service the working hours were



reduced from 84 to 56.

On January 31, 1956 the following were qualified under Civil Service:

#### OFFICERS

Chief Carlton P. Harris  
Deputy Paul D. Anderson  
Captain Donald S. McNeil

#### PERMANENT FIREFIGHTERS

Thomas R. Apromollo  
Howard C. Harris  
John W. Mahoney  
John A. Brewster  
Francis T. Hart  
Robert D. Teece

#### PROVISIONAL FIREFIGHTERS

Robert J. Dupras  
John McGerigle  
John P. Sullivan  
Richard D. Lyons  
William R. McLeer

#### INTERMITTENT

Philip M. Shea

#### CIVILIAN EMPLOYEE

Frank E. Faunce (Signal Maintainer) (Part-time)

#### CENTRAL STATION

Chief Harris continues the forward movement of the organization with his continuing plan bringing the Department up to present day standards. With the completing of a new Central Station in 1956 and the purchase of a new Forestry truck (a Ford 200 G.P.M. Pumper) in 1957, Chief Harris has successfully brought the Department up to date.

Failing health shortens Chief Harris's term, and brings his retirement on September 23, 1959.

#### PAUL D. ANDERSON

#### CHIEF OF THE DEPARTMENT

October 1ST 1959

Chief Anderson takes command of the Department no stranger to the job. He joined the Depart-



RIBBON CUTTING CEREMONY CENTRAL STATION

November 25, 1956





CENTRAL STATION  
picture taken 1959

ment as a Call man in 1932, was appointed permanent in 1943 as a Captain, and served as Deputy Chief since June 22, 1956.

The Department under Chief Anderson again reaches "up to date" standards. Upon taking charge of the Department he said, "No major changes are planned, the program of improving and number grouping of Fire Alarm Boxes will be continued and minor revisions in rules and regulations within the Department will be made. Our equipment now in good condition will be further improved with the delivery of the new 1000

G.P.M. 1959 Seagrave pump. (Engine No.5)

Chief Anderson had many talents to offer the Department. His knowledge around trucks kept the equipment rolling through the lean years when the apparatus was aging. He was a physically small man, but seemed to have the stamina and agility of men 20 years younger. Among his talents was his knowledge of the fire Alarm System. Even as Chief of the Department he would be seen at the top of a utility pole, repairing and expanding the Alarm System. It was on such an occasion that this writer first met Chief Anderson when he hollered



Randolph Fire Dept Apparatus  
1962









CHIEF DONALD S. McNEIL SR.

character. (Writer's thought: "I am a better man for having known him.")

Chief McNeil at the age of 14 (with a letter from his mother allowing him to ride the apparatus) became a "Volunteer" for the Braintree Fire Department. He became interested in Fire Fighting through Chief Tenney, Father of the present day Braintree Fire Chief. He graduated from Braintree High School and worked at the Fore River ship yard as an apprentice electrician and also as a Volunteer Firefighter. His family moved to Randolph and he became a Callman for the Randolph Fire Department. An opening became available for a permanent Firefighter on August 18, 1947 and Don took a cut in pay (Fire fighting was in his blood) and joined the Department. On June 22, 1956 he was promoted to Fire Captain, and then on October 1st 1959 to Deputy Fire Chief. On March 12, 1963 he becomes Chief of the Department, a leader with an "Eye to the Future".

Chief McNeil as do present day Officers and Men of the Department felt that Firefighters Education should continue through their career, as firefighting becomes more complex in an advancing

society. During his career he attended night school, taking special courses at M.I.T. in engineering. His vast experience with gauges and valves, and his general mechanical ability made him invaluable to the Department. It was felt that no matter what the problem the Department might encounter, "Don would know how to handle it."

Chief McNeil with an "eye to the future" should be credited for his achievements in; new apparatus, increase in manpower, reduction in work hours, and enlarging of the stations for future apparatus and men. Chief McNeil being one of the men referred to and given credit earlier in this report, "for keeping the apparatus rolling through their aging years" attempts to put his "eye to future" plans to work. The Department under Chief McNeil purchased two - 1,000 G.P.M. Pumps, one a 1964 F.W.D. and the other a 1970 Mack.

Chief McNeil had a plan and during his short time as Chief it had its beginning, only to be nipped in the bud by his untimely death. Fire Department Log "On Feb. 16, 1971 at 5:10 A.M. the fire Department Ambulance and Eng. No. 2 was called to 959 N. Main St. (the Chief's home) The Chief was resuscitated by his men and taken to the Cardinal Cushing Hospital. On "Feb. 17th at 11:10 P.M. Chief McNeil passed away, a great loss to his family and to the Randolph Fire Department. He should be noted for a life time contribution to firefighting and a plan to the future. He will be remembered and missed by many. Future Chiefs will build on and expand to the Corner stone Chief McNeil laid.

#### RANDOLPH FIRE DEPARTMENT CHIEFS 1862-1975

1862 - 1868	A. W. Whitcomb
1869 - 1870	Thomas West
1871 - 1877	William H. Warren
1878	Edward E. Lothrop
1879 - 1881	John Dooley, Jr.
1882 - 1909	Charles A. Wales
1910 - 1911	James E. Blanche
1912 - 1917	Richard F. Forrest
1918	F. Burt Jaquith
1919	John J. Condon
1920 - 1923	Elmer P. Vaughn
1924 - 1925	John J. Condon
1926	Melvin L. Coulter
1927	John J. Condon
1927 - 1954	Harold L. Bailey
1954 - 1959	Carlton P. Harris



1959 - 1963 Paul D. Anderson  
 1963 - 1971 Donald S. McNeil  
 1971 - Present Robert D. Teece

**ROBERT D. TEECE**  
**CHIEF OF THE DEPARTMENT**  
 March 1ST 1971

Robert D. Teece joined the Civil Defense Auxiliary Fire Department in 1943, becomes a Call Firefighter in 1948, and then a permanent Firefighter on April 1, 1951, to begin a long and rewarding career in Fire Fighting, for the Town of Randolph. He is promoted to Captain on March 10, 1960, is then promoted to Acting Deputy Chief on March 3, 1963, and permanent Deputy Chief on February 7, 1964. He becomes Chief of the Department on March 1st, 1971.

**ORGANIZATIONS**

Charter Member and Past President of local 1268.  
 Now holds Honorable Withdrawal Card since promotion to Chief  
 Massachusetts Institute of Fire Department Instructors.  
 Charter Member and Past President of  
 Southeastern Signalmen's Association  
 International Municipal Signal Association  
 Municipal Space Needs Committee  
 Norfolk County Fire Chiefs Association  
 Norfolk County Building Inspectors and Fire Chiefs Association  
 Plymouth County Fire Chiefs Association  
 Norfolk County Firefighters and Forest Wardens Association  
 Chiefs Association of Massachusetts (on two committees - Education and training - E.M.S.)  
 South Shore Mutual Aid Association  
 New England Association of Fire Chiefs Inc.  
 International Association of Fire Chiefs, Inc.  
 (New England Division)  
 Initiated and organized Mutual Aid Radio Network for Norfolk and Plymouth Counties. Now known as Southeastern Mutual Aid Radio Network Association. (Elected as Vice-Chairman)  
 Member of Advisory Committee of Chiefs to Massachusetts Fire Academy.

**SCHOOLS**

M.I.T. 10 weeks - Fire Prevention Law  
 Oil Burner School conducted by Massachusetts Oil Heat Institute (Fire Prevention)  
 Massasoit Community College:  
 Fundamentals of Fire Prevention  
 Introduction to Fire Protection

**Fire Department Organization and Management**

Since Promotion to Chief has appointed 12 additional Firefighters, promoted four men to new position of Lieutenant. Purchased additional 1,000 G.P.M. Mack Engine and additional 100 foot Maxim Aerial Ladder Truck.

Established a Fire Alarm Division and revamped the entire system.

Established a Fire Prevention Inspection Division

Sent first men to Fire Academy for Recruit Training in 1972.

Robert D. Teece becomes Chief of the Department, in this writers opinion the most prepared man to suddenly have this responsibility thrust upon him. He is the Chief of the Department at the time of this writing. He like other Chiefs has had many years of Fire fighting behind him, but also to prepare him for this position he had worked through the ranks under four Chiefs. He became Chief of the Department at age 44, a



CHIEF ROBERT D. TEECE



young Chief by comparison but by no way new to organization and management.

Chief Teece becomes the leader of the Department at a time where the growth of the town has reached an almost city level. The town has increased its residence in a construction period of not only single dwellings but multiple apartment dwellings and tremendous industrial and business growth including factories, rest homes, hotel restaurants and nightclubs. The growth of town and the tremendous fire fighting responsibilities that go with it are accepted by the Chief and he attacks the problems with "Professionalism".

*Writers Note;* (Early in this report I made mention of "Constant change," and so it continues through this present day. A wave of change spreads across the country, and the people of this wave are referred to as "The New Breed". Chief Teece became Chief during this changing time, and the "New Breed". He will face personnel decisions relative to hair styles, uniform codes and changes to accepted routines of the past. This writer forecasts drastic changes in this presently modern department. There will be yellow apparatus, helicopters will replace ambulances and aerial ladders. Homes will have built in Fire extinguishing systems, only to mention a few.)

Chief Teece has a "Long Range Plan" which he activates immediately upon his accepting the large responsibility that is inherative with being Chief of the Randolph Fire Department. The town's tremendous population explosion, plus its location between three major highways and the many accidents on same concern Chief Teece. Among his long range plans and because of great concern for immediate First Aid treatment Chief Teece implements his plan to have a "better than acceptable First Aid and Ambulance Service". He promotes Emergency Medical Training for Firefighters and modernizes the Ambulance Service with the purchase of a Modular type Ambulance. (Emergency Room on Wheels) He introduces to the town a plan for replacement of aging equipment by setting aside funds each year with the plan to have reserve money available when aging or outmoded apparatus and equipment needs replacing.

*Writers Note:* I only touch briefly on the present day Fire Department. Chief Teece and his men will achieve much for a later Historian to proudly record. The people of the Town of Randolph can be proud of their Firefighting teams, past and present. Truly a "RARE BREED."



Randolph Firefighters in Chelsea  
October 14, 1973



# HOLOCAUST IN CHELSEA RANDOLPH FIRE DEPARTMENT — MUTUAL AID

Sunday, October 14, 1973 3:56 p.m.

A fire of enormous proportion, a repeat of the "Great Chelsea Fire" on April 12, 1908. This fire deserves note in Randolph's History, for the Department sent an engine and a Fire fighting team to assist Chelsea Firefighters in a well organized and implemented Mutual Aid Plan. Randolph Firefighters will be remembered for their part in Chelsea's History and perhaps one of the Great Fires of this century.

## "CHELSEA IS BURNING"

Wed. May 22, 1974-11:30 A.M.

Randolph Firefighters again respond to Chelsea on a Mutual Aid Call. Again it is a Multiple Alarm Fire and many departments move into Chelsea on a pre-planned Mutual Aid response. (Newton-Control)

## RANDOLPH FIRE DEPARTMENT 1974 LIST OF APPARATUS AND STATIONS

Central station, Memorial Drive, 1956, 4 bays, 2 1/2 stories

Station 2, North Randolph, 1951, 4 bays, 2 stories

Engine 1	1970	Mack	1,000 gpm pump
Engine 2	1964	FWD	1,000 gpm pump
Engine 3	1959	Seagrave	1,000 gpm pump
Engine 4	1974	Mack	1,000 gpm pump
Ladder 1	1953	Seagrave	65' Aerial
Ladder 2	1973	Maxim	100' Aerial
Squad 1	1957	Ford	200 gpm pumper
Squad 2	1941	Mack	200 gpm pumper
Fire Alarm Truck	1961		Utility w/ladder
Deputy Chief Car	1970		Pontiac 4-dr sedan
Chief's Car 1974	Ford		4 door sedan
Rescue Boat and Trailer			

## MEMBERS OF THE RANDOLPH FIRE DEPARTMENT March 22, 1974

Chief Robert D. Teece	April 1, 1951
Deputy Paul Anderson	February 8, 1958
Deputy John Brewster	May 1954
Deputy Richard Lyons	February 23, 1956
Deputy William B. Stymest	May 10, 1956
Captain Thomas Alward	February 8, 1958
Captain Delano Cain	July 1, 1963

Captain Charles Curran	May 8, 1961
Captain John McGerigle	August 27, 1956
Lieutenant Paul Blakely	May 8, 1961
Lieutenant James Brewster	June 1968
Lieutenant Robert Heger	September 14, 1969
Lieutenant John Sullivan	February 27, 1957
Private Herbert Bertoni	July 1, 1964
Private Peter Clapp	July 10, 1972
Private Thomas Cotter	January 30, 1966
Private Robert Dupras	February 27, 1957
Private Herbert Everett	June 1, 1969
Private William Flynn	November 17, 1971
Private Stuart Forman	July 10, 1972
Private William Franke	April 27, 1969
Private Alexander Frew	August 15, 1965
Private Arthur Harris	February 2, 1971
Private Alfred Hutchinson	July 8, 1973
Private William Jimoulis	June 1, 1969
Private Garrett Keane	January 8, 1962
Private Roy Keane	July 10, 1972
Private Carl Macauley	February 8, 1958
Private John Mahoney	April 1, 1951
Private George Mallard	July 1, 1970
Private Donald McNeil, Jr.	May 1, 1965
Private William Moore	July 1, 1970
Private William O'Neil	March 21, 1971
Private Richard Palmer	April 21, 1963
Private Steven Patterson	July 8, 1973
Private James Peters	May 1, 1966
Private Albert Rodd	July 1, 1963
Private Francis Rota	July 1, 1970
Private George Rota	July 10, 1972
Private Robert Rothwell	May 6, 1973
Private Paul Schneider	May 1, 1966
Private Edward Smith	July 1, 1963
Private Robert Spearin	November 21, 1971
Private Richard Wells	July 1, 1970
Private John F. White	July 8, 1973

## CIVILIAN EMPLOYEE

Edward Skiffington  
November 22, 1971

## CALLMEN

Anthony Apromollo	Richard Lyons, Jr.
Joseph Cairns, Jr.	Richard McCarthy
David C. Coburn	Philip M. Shea
Joseph Delappi	Raymond Van Tassel, Jr.
Charles Foley	Richard Vaughn
Arthur Hylan	Walter Wells
James Lynch	Wallace Whynot
	Geoffrey Willis

**WRITER'S FINAL NOTE:** Thank you Ed Skiffington for your spare time typing of my notes for this report.



## *A FIREMANS PRAYER*

*When I am called to duty, God  
Wherever flames may rage,  
Give me strength to save some life  
Whatever be its age.  
Help me embrace a little child  
Before it is too late  
Or save an older person from  
The horror of that fate.  
Enable me to be alert and hear the weakest shout  
And quickly and efficiently  
To put the fire out.  
I want to fill my calling and  
To give the best in me,  
To guard my every neighbor and  
Protect his property.  
And if according to my fate  
I am to lose my life,  
Please bless with your protecting hand  
My children and my wife.*











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